



# RUDDER FLUTTER

By: Frank Lester,  
Safety/Education Coordinator

The Family Fly-in will be held in McCall again this year, August 10-12. After last year's tremendous success and the incredible support by the people and businesses of McCall, we look forward to another entertaining and educational event. Participants and organizers alike agreed that McCall proved to be one of the best sites in the history of this exciting event.

We are looking for volunteer flight instructors to help with the FAA Wings program. You will have the opportunity to renew your CFI certificate by volunteering to help. Wings will provide each participating pilot three, free hours of dual instruction and the opportunity to complete a Biennial Flight Review. Along with the Wings program will be the Pilot Aircraft Courtesy Evaluation (PACE) program. A "hold harmless" opportunity to have your aircraft inspected, a complete review of existing ADs, and to receive flight instruction in your aircraft with an FAA Flight Examiner. This is definitely a win-win situation for everyone.

As last year, another outstanding program of speakers and seminars is planned for your benefit. Galen



*One of the many unusual and exciting aircraft to visit McCall last year.*

Hanselman will be giving a "fireside chat" on Friday evening and Sparky Imeson will present a ground school on mountain flying. For those of you interested in some back country instruction, qualified mountain flying instructors familiar with the local area will be available to take you into the back country. You can also benefit by participating in as many events as possible as chances for a GPS or one of several hand-held transceivers will be accrued through your participation in the seminar program and the flying activities.

The Trade Show, which included more than 30 vendors in 2000, was a main ingredient in last year's success and will be crucial to this year's

success as well. The show will be held on the airport this year, allowing you convenient access to many displays and demonstrations of the latest in aircraft systems. Come by and thank the vendors for their continued support.

Bring the whole family. See the ad for the Family Fly-In in this issue of the Rudder Flutter for more details. Reserve your room and preregister...all on-line. If camping is your forte, space will be available right on the airport.

Join us for the 15<sup>th</sup> Annual Northwest Family Fly-In and Aviation Safety Conference, August 10-12, in beautiful McCall, Idaho.

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# From the Administrator:



Frank Lester very graciously informed me that one of my duties was to write an article for his Rudder Flutter publication. Those of you that read the last issue understand that I am very new to state government and the Division of Aeronautics. I have found since being in this job that there is a lot going on in this division and my learning curve

has been quite vertical. In trying to decide what I would write about I sat down and read a pile of previous issues of the Rudder Flutter. I quickly came to the conclusion that I didn't feel comfortable writing an article making it look like I knew what was going on. I've decided to let the experts tell you what is going on.

I will tell you that I couldn't have made a better decision than the one that brought me here. In my short tenure I have been very positively struck by the professionalism and eagerness of the people in this division and those in the transportation department. I have been equally impressed by the level of enthusiasm I find when I meet or talk to those of you that make up the aviation community here in Idaho. I feel very fortunate and honored to be in a position to work with and serve people like you.

Even though my exposure has been limited, I have quickly seen that there are some very significant aviation issues facing the Idaho public. In discussing some of the issues with my staff I can assure you that we at the Division of Aeronautics are committed to addressing these issues, and assisting the state and

communities in further development of a system of airports that support statewide business and rural economic development. The commercial, industrial, community, and very unique backcountry airports in this state are key elements of tourism, recreation, pleasure flying, business support, and emergency access that help support the economic base of Idaho. We are focused on support of the aviation industry and continued development of a state aeronautics system that ensures the safety of pilots and the public, and contributes to resolving the issues.

I certainly look forward to meeting and working with many more of you over the years to come and hope together we can accomplish those things that have a positive impact on the flying public and communities within Idaho.

**Bob Martin**

ITD Aeronautics Administrator

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# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## Emergency Locator Transmitters (ELTs)

We here at the Division, in accordance with Idaho Code, are responsible for searching for missing aircraft and airman. One of our primary aids in this duty is the Emergency Locator Transmitter or ELT, which should be attached to every aircraft. When an ELT begins transmitting, we are notified and required to begin a search. The downside to the ELT is that many transmissions, make that most transmissions, are erroneous in nature. The upside to that is thankfully they are not all downed aircraft. However, we must still respond to each until the status of the ELT is determined. We need your help in keeping nonessential ELT transmissions to a minimum. Not only do they strain our limited resources but they can also interfere with the SAR satellite's ability to pick up a true emergency.

How can you help? After you land and before you shut down, tune your radio to 121.5 and listen for the characteristic warble of an ELT. If you hear it, find your ELT transmitter (usually located behind the rear cabin bulkhead) and turn it off. If you don't know where it is, get someone to help you. Once you have turned it off, if the warbling stops have a mechanic check your ELT transmitter out but LEAVE IT TURNED OFF until a mechanic has looked at it. If it doesn't stop after you turn the transmitter off or you can't find it to turn off, contact someone... Aeronautics, Flight Service, tower, FBO... and let them know that you hear an ELT. If you suspect it is in your aircraft... tell them. There is nothing wrong with inadvertently activating an ELT but failing to follow up and shutting it off is wrong. **Remember that you must replace or recharge the battery when the ELT has been in**

## use for more than one cumulative hour (FAR 91.207(c)(1)).

Please take the time to complete this simple check. Your efforts can provide enormous assistance in our ability to respond to these important transmissions in a timely manner as well as reduce the strain on our limited assets. Your cooperation is sincerely appreciated.

## From Boise Flight Service

Need flight plan forms? Your Boise Automated Flight Service Station (AFSS) can provide you with a pad of Flight Plan Forms. Just call them at 208-332-0200. You can also stop by their office at 3975 Rickenbacker Street in Boise. In keeping up with current technology, the Flight Plan is also now available to download off the Internet:

<http://www.faa.gov/abc/forms.htm>

Boise AFSS began a customer service survey this summer. They are looking for ways to improve service to pilots within Idaho. Several FBOs throughout the state already have the AFSS displays with these surveys printed on addressed, prepaid postcards. Please take the time to respond to the survey. Let them know how they are doing and what they can do to better serve you. They will be expanding the survey to other FBOs in the future.

Any time you feel that you need to communicate with the Boise AFSS, please don't hesitate to do so. Their address is still: Boise AFSS, 3975 Rickenbacker Street, Boise, Idaho 83705. The new administrative phone number is 208-332-0200.

## Changes in the wind at Aeronautics

We at Aeronautics have been going through some changes ourselves recently. Larry Hippler, long-time Aviation Technician with the Division, retired at the end of last

year. His position was filled by Bill Statham on the first of April of this year. No stranger to Aeronautics, Bill comes from Toothman-Orton Engineering where he was an Airport Planner for 16 years. He helped prepare the 1986 System Plan for the Idaho Aviation System and worked on both the Northern and Southern Idaho Multiple Airport Layout Planning Projects. His experience and knowledge of Idaho's aviation network will go a very long way in filling some very large shoes left behind with Larry's retirement.

Wayne Pickerill, Airport Planning and Development Engineer, will be retiring February 1, 2002, after 22 years on the Aeronautics Staff. Actually, Wayne has been in the Idaho Transportation Department since January 1, 1969. His hard work and experience will be missed.

We hope you will join us in welcoming Bill and Dawn Statham into the Aeronautics' fold and in wishing Wayne and Catherin Pickerill an enjoyable, happy, and exciting retirement.

## Construction Project Closes Runway 05/23 at Coeur d'Alene

Coeur d'Alene airport (COE) is embarking on major reconstruction to Runway 05/23 through the end of September. According to Airport Manager Greg Delevan, it will involve total reconstruction of the runway and the infield between the runways and taxiway D to the west. Although the width of Runway 05/23 will look the same, the actual landing surface will be reduced from the military 140 foot standard to the FAA 100 foot standard. The remaining forty feet, twenty feet on either side, will be stressed as shoulder surface and not

## See Radio Chatter

Continued on Page 10





# Airport Maintenance

By: Mark Young, Airport Maintenance Manager

## Garden Valley

The division completed a project on the centerline this spring, blading low spots and washed-out areas, hauling in topsoil, reseeding the area, and covering it with compost.

The centerline is marked with cones and will remain closed throughout the 2001 season in an effort to give the new grass an opportunity to grow. Irrigation pipes will be alternated between North and South of the centerline as in past years, however, you will need to pay closer attention when determining on which side of the centerline to land.

## Garden Valley Fueling

Earlier this spring the Division gave those people keeping their airplanes at Garden Valley permission to fuel in the tie down area. In order to accommodate this, we installed combination padlocks on gates at both ends of the field.

Since then, we have seen people driving along the edge of the strip to mid-field, leaving gates open, and generally not abiding with the procedures we put in place. Driving along the edge of the field will eventually result in a well worn "road" which will not only be unsightly, but will also be extremely hard to get rid of. Leaving the gates open allows access by unauthorized users.

We encourage all pilots at Garden Valley to police yourselves in order to retain the access previously allowed. Should we continue to find unauthorized use of the field, we may well find that we have to deny access to one and all.

## Smith Prairie

The airport has been moderately rough for several years due to clump grass. This spring we had a fifty-foot wide section of the centerline bladed off and material hauled in to

reestablish a crown. Dust abatement/soil stabilizer was then applied to the new crown.

We have also installed a vault toilet to go with the picnic table, shelter, and bar-b-que stand.

These projects should greatly enhance your experience when flying into this strip. This is a nice place to camp either early or late in the year, so bring your water jugs and enjoy the quiet. We encourage you to take a day or weekend to enjoy these peaceful surroundings.

## Cavanaugh Bay

We have wrestled for several years about whether or not to construct a new public shower/restroom facility. Justification is the issue: Are there enough campers to warrant the expenditure of public funds for this construction?

We ask all visitors camping here to please sign the guest register, noting that you are camping and the length of your stay. It is imperative that you help us gather this information; without it we will be unable to justify the expense.

Please welcome our new caretaker, Mr. Allen Lieske. Allen will continue to work part time at his business as well as fulfilling his duties as caretaker. He lives nearby, so the courtesy car will be available on short notice.

## Pine

We anticipate doing some work on the centerline later in the summer, probably late July or sometime in August. Please contact Boise Flight Service and check the NOTAMs prior to departing for Pine.

## Caretakers

In addition to Allen at Cavanaugh Bay, Gene and Cody Hargett are back at Johnson Creek; Gordon Hendrix is at Smiley Creek;

and Kim Walters is at Garden Valley. Since Garden Valley doesn't have a courtesy car, Kim's responsibilities are limited to irrigating the runway and taking care of the campground.

In a related issue, we would appreciate users of Garden Valley to comment in the guest register whether they would like to see increased camping areas to the east of the existing bathroom, which is located in the area of the big pine trees. If response favors the new camping area, a ramp would be constructed from the runway to a new tie down area closer to the new site. Also, would potable water cause you or those you know or have spoken with, to come to Garden Valley more often to camp?

## Smiley Creek Memorials

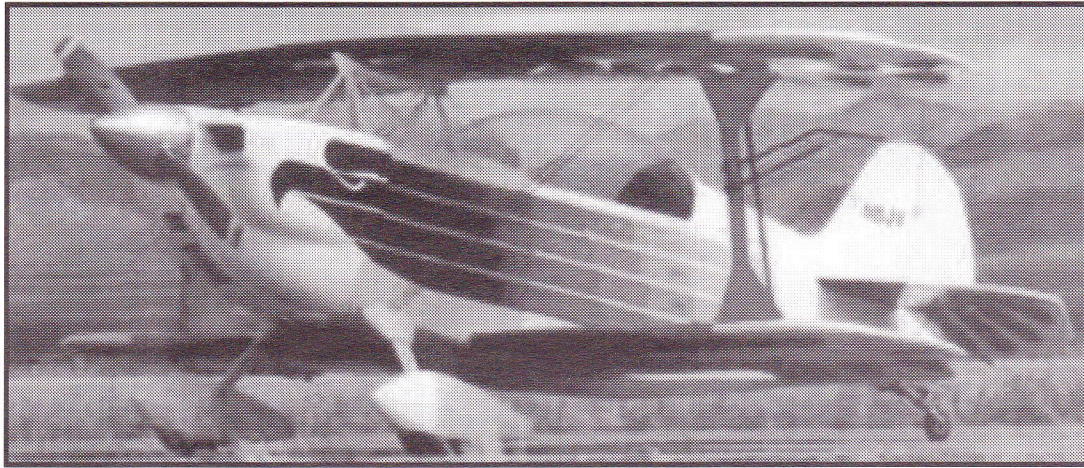
Several years ago the Division gave permission to a family to install a memorial at the Smiley Creek airport for a lost loved one. Since then we have seen somewhat of a flourish of these being installed. Most installations/ceremonies have been without permission from our office. The most recent being over the Father's Day fly-in.

We recognize the importance and value of such memorials and in no way wish to take that away from the families or groups honoring the loss of a loved one. We do however, need to remind folks that as owners/custodians of the airport, we retain control over all that happens thereon. With that being said, we respectfully request that in the future anyone wishing to place a memorial at any state airport consult with us before doing so. We have in place a policy regarding their size and placement, and wish only to ensure they do not detract from the surroundings or interfere with plans we may already have for the area.

Thank you in advance for your cooperation.



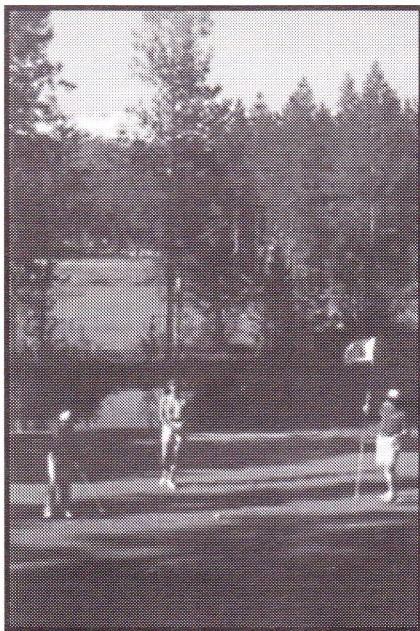




# *The 15th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference*

**August 10 - August 12, 2001**

**McCall, Idaho**



**For more information and  
to register on-line contact:**

**John Goostrey**  
at the Boise FSDO  
(800) 453-0001 ext 225  
[www.faa.gov/fsdo/boi](http://www.faa.gov/fsdo/boi)

or  
**Jim Cooney**  
at the Helena FSDO  
(800) 457-9917  
[www.faa.gov/fsdo/hln/myl.htm](http://www.faa.gov/fsdo/hln/myl.htm)

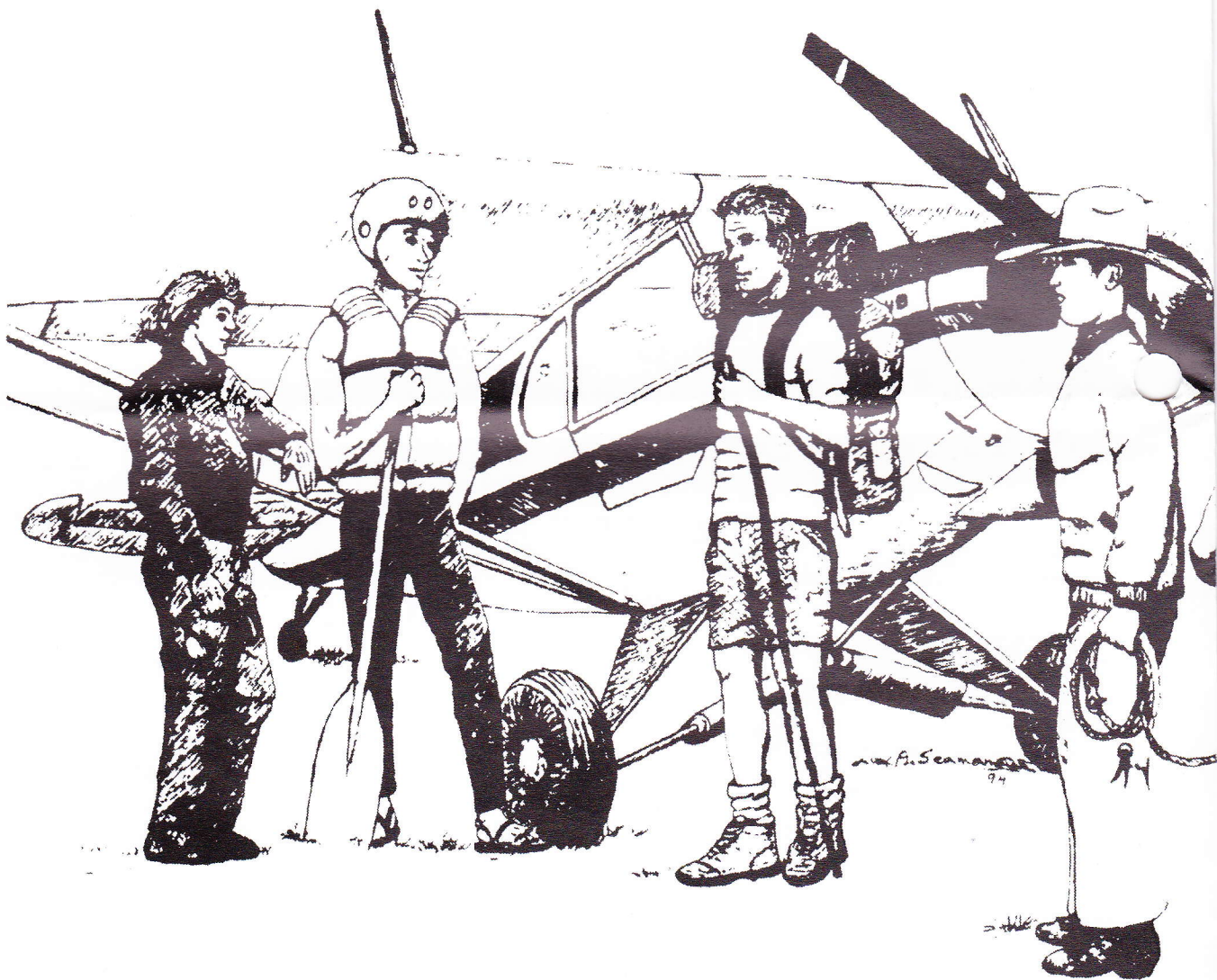
**To reserve a room on-line go to:**





# WILDERNES

*Wilderness is  
By being considerate of each oth*



United States  
Department of Agriculture  
Forest Service

Idaho Division  
*In memory of a fine av*



# S PARTNERS

*for everyone!*

*er's needs, we can all get along.*

- ☐ A cruising altitude of at least 2000 feet AGL is recommended.
- ☐ Check NOTAMs for airfield conditions or closures.
- ☐ Keep number of landings to a minimum.
- ☐ Minimize proficiency flights.
- ☐ Practice no trace camping.



on Aeronautics  
ator, Susan Schroeder

Idaho Aviation Association





# Calendar of Events

## AUGUST 2001

- 3-5 C-180/185 Club – Johnson Creek  
4-5 Top Fun Flyers – Donnelly Fly-In  
Donnelly, ID; Steve Clements, 323-1585  
10-12 15<sup>th</sup> Annual NW Mountain Family Fly-In/Aviation Safety Conference  
McCall, ID; John Goostrey, 208-334-1238/800-453-0001 ext. 225  
18 Top Fun Flyers Weiser Fun Fly/Poker Run  
Weiser, ID; Steve Clements, 323-1585  
25 Arco/Butte County Airport “2001 Airspace Odyssey”  
Brian Jones, 208-526-3269  
29 - Sept. 1 Johnson Creek Fly-In, Mel Bristow, 831-484-2411

## SEPTEMBER 2001

- 1-3 Top Fun Flyers State Competition  
Glenns Ferry, ID; Steve Clements, 323-1585  
8 CFI/Student Fly-In – Northern ID  
(Location TBD); Frank Lester, 208-334-8775/800-426-4587  
8 Gooding Airport Flyers Association Family Fun Day  
Kit John, 208-886-2646 or Lois Wartluft, 208-934-4730  
14-17 Top Fun Flyers, Alvord, ID; Steve Clements, 323-1585

## OCTOBER 2001

- 6-7 Top Fun Flyers, Jackpot, NV; Steve Clements, 323-1585  
26-27 Flight Instructor Refresher/Pilot Safety Clinic  
Red Lion Hotel, Lewiston, ID; Frank Lester, 208-334-8775/800-426-4587

## FEBRUARY 2002

- 1-2 Flight Instructor Refresher/Pilot Safety Clinic  
Airport Holiday Inn, Boise, ID; Frank Lester, 208-334-8775/800-426-4587

## FEBRUARY/MARCH 2002

- 28- Mar. 2 2002 Idaho Aviation Festival (formerly Aviation Conference)  
Double Tree Hotel, Boise Riverside, Boise, ID  
Frank Lester, 208-334-8775/800-426-4587

## APRIL 2002

- 19-20 Flight Instructor Refresher/Pilot Safety Clinic  
Airport Holiday Inn, Boise, ID; Frank Lester, 208-334-8775/800-426-4587





# Considering LASIK Eye Surgery?

## Think Again

By Mike Wayda

### *The Federal Air Surgeon's Medical Bulletin* • Spring 2001

Pilots know that their vision is the most important sense they possess, and their safety depends on how well they see. The prospect of having refractive surgery done to improve their eyesight – without having to rely on glasses or contact lenses – is an attractive, appealing notion to many.

The advertisements that some practitioners use to attract potential patients make the procedures appear to be swift, painless, convenient, and effective. However, because of the notion that refractive surgery is a simple, fool-proof procedure, aviators might not appreciate what is at risk. When considering the advantages of refractive surgery to correct vision deficiencies, pilots should also consider the disadvantages before making a decision. They should consult an eyecare specialist to determine how a particular procedure would affect their vision, as well as their work and leisure activities.

One of the most popular and effective methods of vision correction designed to reduce dependency upon glasses or contact lenses is LASIK (laser-assisted in situ keratomileusis) surgery.

LASIK, as well as radial keratotomy and photorefractive keratectomy procedures, have potential adverse effects that could be incompatible with flying duties. These adverse effects include corneal scarring or opacities, worsening or variability of vision, night glare, and haziness of vision.

LASIK practitioners mention that between 95 and 99 percent of

their patients are doing well and are pleased with the outcome of their refractive surgery. However, if that leaves a 1 to 5 percent group of patients whose outcome is unsatisfactory, then thousands of people, some of whom are pilots, are experiencing permanent vision impairment. For some, this could mean the end of flying as a career.

For more information, refer to a detailed article discussing LASIK and PRK procedures that was published in the winter 1998 *Bulletin*.<sup>1</sup> Also, for patient comments on LASIK, visit:

<http://www.cami.jccbi.gov/redirect.html?rURL=http://www.surgicaleyes.com/explinks.htm>

Some of the many important factors to consider prior to refractive surgery are contained in the following list that was condensed from a Food and Drug Administration article<sup>2</sup>. The FDA article fully discusses LASIK procedures and includes the major items to consider before deciding whether LASIK surgery is appropriate or not.

#### **A Checklist for LASIK Surgery Candidates**

- Career impact – does your job prohibit refractive surgery?
- Eye conditions – do you have or have you ever had any problems with your eyes other than needing glasses or contacts?
- Medications – do you take steroids or other drugs that might prevent healing?
- Stable refraction – has your prescription changed in the last year?
- High or low refractive error – do you use glasses/contacts only some of the time? Do you need an unusually strong prescription?
- Pupil size – are your pupils extra large in dim conditions?
- Corneal thickness – do you have thin corneas? (Not everyone has sufficient corneal thickness)

#### **Some Risks and Procedure Limitations**

- Overtreatment or undertreatment – are you willing and able to have more than one surgery to get the desired result?
  - After treatment, you may still need reading glasses – do you have presbyopia?
  - Results may not be lasting – do you think this is the last correction you will ever need? Do you realize that long-term results are not known?
  - You may permanently lose vision – some patients may lose some or *all* vision, experience blindness.
  - Development of visual symptoms – glare, halos, starbursts, etc.; night driving might be difficult.
  - Contrast sensitivity – vision could be significantly reduced in dim light conditions.
  - Bilateral treatment – there are additional risks of having both eyes treated at the same time.
  - Patient information – read the patient information booklet about the laser being used for your procedure.
- #### **Finding the Right Doctor**
- Medical doctor – is your doctor a refractive surgeon?
  - Professional care – will you be seen by the surgeon at all visits before and after surgery?
  - Experienced – how many eyes has your doctor performed LASIK surgery on with the same laser?
  - Equipment – does your doctor use an FDA-approved laser for the procedure you need?
  - Informative – is your doctor willing to spend the time to answer all your questions?
  - Long-term care – does your doctor encourage follow-up and management of you as a patient?

**See LASIK Eye Surgery**  
**Continued on Page 11**

<sup>1</sup> Nakagawara, VB, Wood, K.J., and Montgomery, R.W. LASIK Refractive Surgery: Clinical Considerations for the Pilot. 1998. Oklahoma City, OK: Federal Aviation Administration. *Federal Air Surgeon's Medical bulletin*, 9084, pp. 10-11.

<sup>2</sup> For current information about LASIK, visit the FDA's Web site: <http://www.cami.jccbi.gov/redirect.html?rURL=http://www.fda.gov/cdrh/lasik>





# FY 2002 Airport Grants

The Idaho Transportation Board, upon the recommendation of the Aeronautics Advisory Board, approved state grants to 19 municipal airports for FY 2002 (beginning July 1, 2001) totaling \$1,000,000. Projects marked listed under "FAA FY 2002 STATE ENTITLEMENT" provide match for FAA funded projects; on all others the Division and the local airport authority will share costs.

AIRPORT	DESCRIPTION	AMOUNT
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## COMMERCIAL SERVICE AIRPORTS

Boise	Airport development projects.....	\$105,000
Idaho Falls	Airport development projects.....	45,000
Hailey	Airport development projects.....	30,000
Lewiston	Airport development projects.....	30,000
Moscow-Pullman	Airport development projects.....	30,000
Pocatello	Airport development projects.....	30,000
Twin Falls	Airport development projects.....	30,000

## FAA FY 2001 STATE ENTITLEMENT\* .....461,593

Arco	Rehabilitate pavements; install runway lights
Bonnars Ferry	Rehabilitate runway; acquire land; construct parallel taxiway; remove & light obstructions
Burley	Acquire easements; extend runway; construct taxiways; install REIL's & PAPI's; remove & light obstructions; replace rotating beacon
Coeur d'Alene	Construct large GA apron, phase 3; extend taxiway
McCall	Rehabilitate runway lights; construct electrical vault; remove obstructions
Mountain Home	Crack seal & sealcoat runway; extend hangar taxiway
Nampa	Construct E, apron/taxiway, phase 2; install fence & gates
St. Maries	Rehabilitate pavements; reconstruct taxiway; construct fence; relocate windsock; remove obstructions

\* Due to changes in AIP legislation this list will likely grow to include more sites, the state money will be apportioned to those airports in the FAA list in the same proportion.

## STATE/LOCAL PROJECTS

Aberdeen	Airport Layout Plan.....	11,288
Carey	Purchase surplus tractor & mower .....	5,400
Homedale	Environmental assessment.....	20,000
Parma	Relocate & pave runway .....	184,500
Various	Inventory restock/small projects.....	17,219

<b><u>TOTAL</u></b>	<b><u>\$1,000,000</u></b>
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## Radio Chatter

Continued from Page 3

for landing. Runway edge lighting will be adjusted inward to align with the new runway surface. Fill materials to build up portions of the new runway will be extracted from the infield area, which, in turn, will become a storm and snow storage

area. Overall, the construction will improve the profile and alignment of the new runway and existing infield.

Total cost for this project will be \$4,000,000. Greg further stated, "The project is currently 30 days ahead of schedule. At the present rate, construction could be finished as early as August."

Remember to check NOTAMs before you head up to COE. For the time being, Runway 01/19 at 5400 feet in length, are your only options. Head on up and say hello to the folks at COE. I think you will agree, the facelift will enhance an already beautiful airport.







# — IN MEMORIUM —

## David M. Walker

Navy Pilot  
Astronaut  
Space Shuttle Commander  
Fellow Aviator  
and  
Friend

*A man whose time had come far too soon*

Dave Walker, a veteran of Viet Nam, four shuttle missions and 725 hours in space, as quoted by Warren Leary of the New York Times, once said that flying in space was "the most spectacular human experience that I've been involved in." In April of this year, Dave left us for his final return to the farthest reaches of space. Like many aviators who have passed before him, he has embarked on his final voyage into the peaceful heavens above and the quiet refuge of an eternal tomorrow. Adios friend, may your final flight be as exhilarating as the first.

**We will miss you.**

## LASIK Eye Surgery Continued from Page 9

- Be comfortable – do you feel you know your doctor and are comfortable with an equal exchange of information?

### FAA Aeromedical Certification Guidelines

The FAA expects that airmen will not resume piloting aircraft until their treating health care professional determines that their post-operative condition has stabilized, there are no significant adverse effects or complications, and the appropriate vision standards are met. When this determination is made, the airman should have the treating health care professional document this in the health care record, a copy of which should be forwarded as soon as possible to the Aeromedical Certification Division. If the health care professional's determination is favorable, the airman may resume flight duties, unless informed otherwise by the FAA.

If the procedure was done between regularly scheduled FAA physical exams, the airman must provide a report to the FAA from the treating health care professional to document the date of surgery, any adverse effects or complications, and when the airman returned to flying duties. If the report is favorable and

the airman meets the appropriate vision standards, the airman may resume flight duties, unless informed otherwise by the FAA.

If the procedure was done two years ago, or longer, the FAA may accept the aviation medical examiner's eye evaluation.

A complete ophthalmologic evaluation (with a written report) is required to demonstrate stable visual acuity and lack of deleterious sequelae. The evaluation must include tests of visual acuity, field of vision, night glare, and haziness of vision. There should be no other pathology of the affected eye(s).

### Preoperative, Operative, and Post-operative Expectations

- Do not wear contact lenses just prior to evaluation and surgery – can you go for an extended period of time without wearing contact lenses?
- Have a thorough exam – have you arranged not to drive or work after the exam?
- Read and understand the informed consent – has your doctor given you an informed consent form to take home, carefully read, and completely answer your questions?
- No makeup before surgery – can you go 24-36 hours without makeup prior to surgery?

- Arrange for transportation – can someone drive you home after surgery?

- Plan to take a few days to recover – can you take time off to recuperate for a couple of days if necessary?

- Expect not to see clearly for a few days – can you handle the problems associated with fuzzy vision?

- Know the sights, smells, sounds of surgery – has your doctor made you feel comfortable with the actual steps of the procedure?

- Be prepared to take drops/medications – are you willing and able to put drops in your eyes at regular intervals?

- Be prepared to wear an eye shield – you need to protect the eye for a period of time after surgery to avoid injury.

- Expect some pain/discomfort – do you know how much pain to expect?

- Know when to seek help – do you understand what problems could occur and when to seek medical intervention?

- Know when to expect your vision to stop changing – final results could take up to months.

- Make sure your refraction is stable before any further surgery – if you don't get the desired result, do you know not to have an enhancement until the prescription stops changing?





**Idaho Division of Aeronautics  
3483 Rickenbacker / PO Box 7129  
Boise, ID 83707-1129**

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## *Don't miss the Northwest Mountain Family Fly-In*



*A collage of some of those who visited from last year's Fly-In at McCall.*

